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CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Bryansk Oblast)

SUBJECT Airfield of Bryansk

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1. BRYANSK (34°22'E/53°14'N) airfield was located northwest of the town and the Desna River. The field had an E-W runway.
2. There had been flying with single-engine fighters of various types up to October 1948. Turbojet fighters were first observed in November 1948. According to Soviet workers, these jet aircraft were assembled at the field. The number of single-engine fighters parked at the edge of the field was estimated at 50 to 70, and that of the turbojet fighters to be at least 70. Some twin engine Douglas transport aircraft and 10 to 20 biplanes were also stationed at the airfield.
3. It was observed that two or three times a week a turbojet fighter was towed by a truck along the road from the airfield to a hangar about 330 feet from the PW camp. After one or two days these planes were taken back to the field. The interior of the hangars could not be observed. Features of the turbojet fighter: Monoplane, single rudder assembly, landing gear and nose wheel retractable, tapered wings, air intake at nose, exhaust outlet under fuselage aft of wing, pointed rear. The air intakes and exhaust outlets of the jet aircraft which were towed past the PW camp were closed with red lids. Both aircraft with two red lids and with one red lid at the nose and under the fuselage were seen.*
4. Several tubes projected from the nose of all the observed aircraft. An installed cannon was clearly recognized above the air intake at the nose; two 20-mm machine guns were definitely seen below the air intake.
5. Local flights with turbojet fighters were seen every day after November 1948. The landing aircraft were observed to have two pilots seated in tandem. The two-place aircraft were seen less

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frequently after the spring of 1949. The turbojet fighters usually flew with only one pilot. Besides individual flights, formation flying with 4 to 16 aircraft was also observed. The planes always flew in stagger formation. Night flying was done mostly by the single-engine fighters.

6. Firing practices with turbojet fighters were observed after the spring of 1949 consisting mostly of four fighters firing at an air sleeve towed by a single-engine fighter. From the cyclic rate of fire it was assumed that the craft were equipped with automatic cannon.

Comment: Source was shown several pictures of Soviet turbojet fighters. He definitely identified the type seen by him as the Yak-Y.

Comment:

a. Report confirmed previous information concerning the arrival of turbojet aircraft at the DAYANSK airfield in the fall of 1948.

b. The data contained in this report support previous assumptions that two regiments equipped with conventional fighters and one regiment equipped with turbojet aircraft are stationed in DAYANSK and that training in formation flying with turbojet fighters is being conducted there. The number of jet aircraft reportedly observed by source makes it possible that two jet fighter regiments were located at the field during the reported period.

c. According to previous information which is substantiated by this report, two jet fighter types were observed at this field:

(1) A Yak two-place trainer with a turbine under the fuselage, and

(2) A type designated Yak-Y, in reality a Mi-type, either the Mi-11 or the Mi-13. (The interrogators are provided with sketches of well-known jet fighter types as well as with imaginary types with imaginary type designation in order to better determine whether the statements of the interrogated PW are based on personal and accurate observations.)

d. From the statement that night flying was done with conventional fighters, an observation which is in agreement with previous reports, it is inferred that training in night flying is also given at this field but probably only conventional fighters have so far been used for night fighting.

e. Both conventional and jet fighters seem to be stationed at the field during the period of reequipment with turbojet aircraft.

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